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		CE	NTRAL INTELLIGENCE AGENCY	· .	
	CLASSIFIC	ATION SECRET/	CONTROL - U.S. OFFICIALS ON SECURITY INFORMATION	ILY 50	X1-HUM
		INF	ORMATION REPORT	REPORT	
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COUNTRY	USSR (Whit	e Sea)		DATE DISTR. 28 Nov. 1	
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PLACE ACQUIRED			· · ·	SUPPLEMENT TO REPORT NO.	50X1-HUM
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	came from Arkhangelsk. It was a screw-driven vessel, built like a freighter. It had two holds and no portholes. It was painted grey and had a red strip, with a hammer and sickle, around the funnel. saw three iron 50X1-lighters while in Mezen. One loaded lumber at the uppermost pier, one loaded at the lower pier, and the third loaded in the river. These lighters, which were 250 to 300 feet thing, carried approximately 6,000 to 7,000 tons. They each had an engine to provide power for the steering mechanism and the winches, but they were not self-propelled. On each lighter, there were two samson posts on the foredeck. also saw several wooden lighters, of about 200 tons. The tugs which towed the wooden lighters were large, sea-going tugs. saw at least two, and possibly three, of them. One of them was tied up for a short while at the lower pier. the vessel drew a little over 4 meters. The tug resembled the 50X1-sea-going tug shown in Jane's Fighting Ships, but it had no forecastle.	-HUN -HUN
6.	the workers from Mezen 50X1- Only men worked on board the ships, and very few were between	·HUN
	the ages of 20 to 30 years. Most of them were under 20 or between 30 and 40 years. Women performed the inspection and kept the tallies. Work was done in two shifts, from 0700 to 1800, and from 1900 to 0600. Each 50X1-HUN shift had a one-hour lunch period. During the lunch period, the workers went to a barracks near the pier. The agent had an office in a large building near the uppermost pier. There was another man who signed the bills of lading.  The cargo was brought to the pier. by lumber trucks.  The trucks were driven by men office. There was much lumber stored at the storage depot.	

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